

Airport Construction Frequently Asked Questions

Why do we have to this?

- The Airport Construction Advisory Council (ACAC) does not intend to add workload but instead to provide a checklist and coordination resources to ensure details are not missed on construction projects

Definition of construction? (one day, one week, one month)

- Construction changes on the airport operating area (AOA) that impact taxiways/runways configurations and make changes to the operation
- Routine runway closures and runway maintenance are a normal part of airport operations and are not typically considered runway construction
- Runway construction, that ACAC would apply resources to, are projects that have advance planning; this type of planned construction has SRM requirements and the ACAC requirements fall within the same consideration
- For unplanned events, the checklist tool should be reviewed, and used as determined locally, for due diligence in a safety culture; the checklist and best practices review is not required for unplanned short term events but it is still encouraged

Do we have to report all construction projects?

- Yes, construction changes on the airport operating area (AOA) that impact taxiways/runways configurations and make changes to the operation must be reported

When wouldn't I be required to report construction to the ACAC?

- Routine runway closures and runway maintenance are a normal part of airport operations and are not typically considered runway construction

How do I get a Construction Notice for my airport?

- Send an email to: ConstructionCouncil@faa.gov

If the runway is closed for non-construction reasons, (airshows/maintenance/snow-removal/overlapping RSA), do I need to notify the Council?

- No, but the checklists and other resources might prove useful

Can an intersection departure be used on a shortened runway?

- Yes, however see remarks below

FAAO 7110.65, para. 3-9-4 states the term "full length" must be used whenever there are both full length and intersection departures. How do we handle this on a shortened runway?

- Avoid situations that would trigger the use of the term "full length;" in all cases, use of the term "full length" on a shortened runway shall be avoided

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Can you clarify the manager's responsibility concerning local weather criteria? (10-3-12)

- During the SRM process and in discussion with several field managers, a concern was raised that published approach minima may not provide the pilot sufficient opportunity to acquire the airport environment and construction changes; the ATM should exercise their judgment and authority to add ATC procedures, in the operation, to support their concern; this added buffer is a typical application of more conservative operating parameters that exceed the minimal required approach minima or separation standards; simply put, please add or raise minima to be more conservative if you feel it is necessary
- Your experience and local knowledge is our greatest resource

Can you explain the connection between declared distances found in the Airport/Facility Directory and shortened runways?

- If the runway is shortened, then expect to see at least one change in the declared distances: accelerate-stop distance available (ASDA), landing distance available (LDA), takeoff distance available (TODA), and takeoff runway available (TORA)
- If a shortened runway closes part of the displaced threshold, the LDA may not change while every other declared distance might change
- Barricades across part of the runway ensures the runway safety area (RSA) is further along the runway – the RSA boundary is where the measurements start

Should I meet with the airport authority regarding a change to the letter-of-agreement (LOA) every time we have construction?

- LOA changes that include redefinition of the movement area(s) may simplify FAA controlled operations during construction

I have more questions – who shall I contact?

- Send an email to: ConstructionCouncil@faa.gov and an ACAC representative will contact you